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REPORT

**NEW AND EXPANDED SHIPYARDS,
NORTH SEA FLEET AREA**

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SEPTEMBER 1975

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INSTALLATION OR ACTIVITY NAME					COUNTRY	
New and Expanded Shipyards, North Sea Fleet Area					CH	
UTM COORDINATES	GEOGRAPHIC COORDINATES		BE NO.	COMIREX NO.	NIETB NO.	
NA	See Table 1		See Table 1	See Table 1	See Table 1	
MAP REFERENCE						
DoD. USATC 200, Sheets 0289-24 and 0381-7, -9, -10, -20, and -24; scale 1:200,000						
LATEST IMAGERY USED			NEGATION DATE (If required)			
			NA			

ABSTRACT

1. An active program of expansion at existing shipyards and construction of a new shipyard have been under way in China in the North Sea Fleet (NSF) area. This report describes activity at nine NSF area shipyards, eight improved and one under construction, from early 1972 to mid-1975.

2. This report, based on KEYHOLE photography between February 1972 and May 1975, contains a location map, a table, and nine photographs.

INTRODUCTION

3. Expansion and upgrading of shipbuilding facilities have been observed at nine shipyards in the NSF area (Figure 1 and Table 1). This expansion and upgrading include the construction of new buildingways and craneways, the extension of existing buildingways and craneways, the installation of portal and gantry cranes with heavier lift capabilities, the construction of new platen areas, the construction of new fitting-out quays, and the construction of buildings which support the shipbuilding process. Four of the eight expanded shipyards have built combatants.

4. Ching-tao Shipyard East was under construction during the period covered by this report. The shipyard was still under construction in January 1975 and was not yet operational.

5. Shipyards which function entirely or almost entirely as repair yards are not included in this report. Ship repair facilities are being continually expanded and upgraded at naval bases and civilian port facilities.

BASIC DESCRIPTION

6. Hu-lu-tao Naval Base, Shipyard, and Port Facility (Figure 2) is on the northwestern shore of Liao-tung Wan (gulf), approximately 7 nautical miles (nm) east-southeast of Chin-hsi. The shipyard underwent major expansion between 1968 and 1972, resulting in one of the largest and most modern shipyards in the People's Republic of China (PRC). The shipyard is based on Soviet design and is similar to facilities at Soviet submarine yards which are now building and servicing nuclear submarines. The shipyard has produced the Han SSN, an R SS, barges, and tugs. It also provides maintenance for patrol craft.

7. Expansion of shipyard facilities [] included:

- a) Construction of two concrete platen areas in the shipbuilding area between the heavy fabrication building and the main transverser. Each platen area is approximately 440 by 40 feet.
- b) Completion of an extension of the craneway along the south side of the launch basin. The extension is 525 feet long* and extends between the two new concrete platen areas.
- c) Construction of a very large crane on the new section of craneway. On photography of [] the partially assembled crane and crane components were on the craneway and adjacent platen areas.

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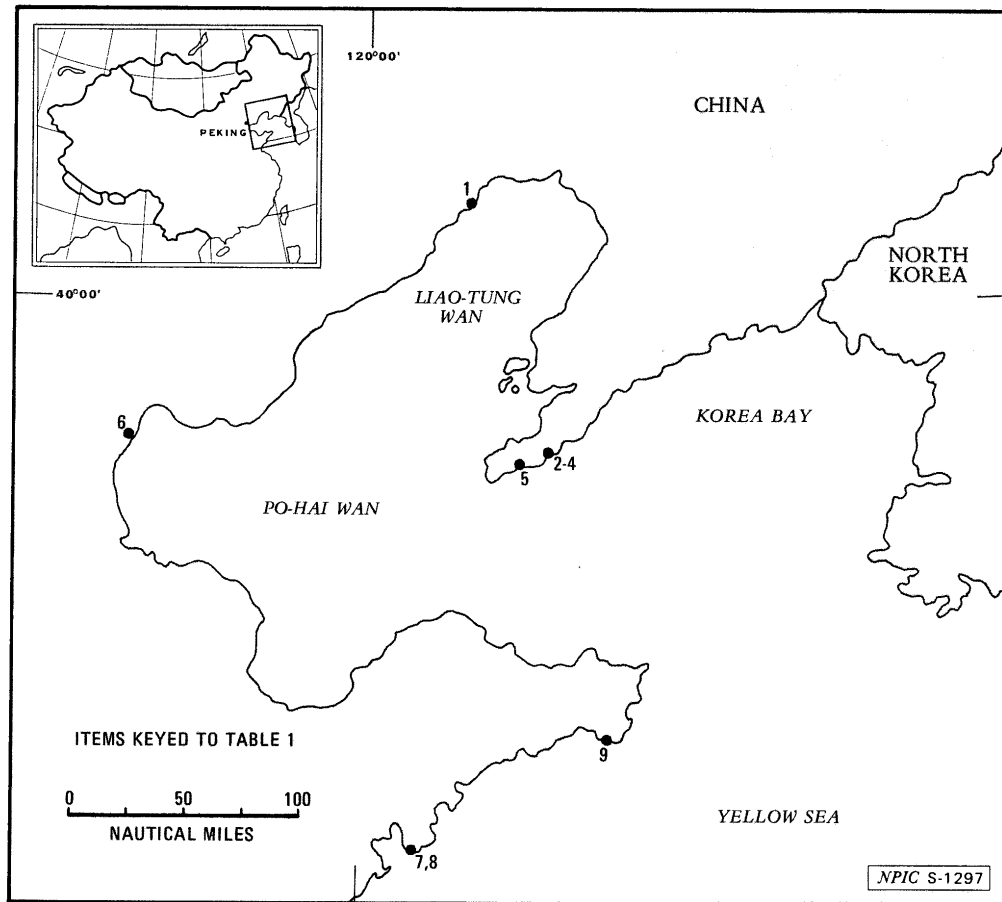


FIGURE 1. LOCATIONS OF NEW AND EXPANDED SHIPYARDS IN NORTH SEA FLEET AREA, CHINA

Table 1. New and Expanded Shipyards, North Sea Fleet Area (Items keyed to Figure 1)

Item	Installation Name	Geographic Coordinates
1	Hu-lu-tao Naval Base, Shipyard and Port Facility	40-43-09N 120-59-39E
2	Lu-ta Shipyard Dairen	38-55-59N 121-38-16E
3	Lu-ta Naval Shipyard	38-56-19N 121-36-20E
4	Ta-lien-wan Boatyard	39-01-00N 121-42-25E
5	Lu-ta Shipyard Hsing-pu	38-51-40N 121-32-10E
6	Ta-ku Shipyard Hsin-chiang	38-59-34N 117-43-00E
7	Ching-tao Shipyard East	36-03-25N 120-23-33E
8	Ching-tao Naval Shipyard	36-03-45N 120-17-40E
9	Shih-tao Naval Facility and Shipyard	36-54-00N 122-25-17E

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- d) Construction of new plate area in the storage area in the northwestern section of the shipyard. The plate area has a craneway approximately 1,000 by 60 feet with a large gantry crane.
- e) An addition to the large fabrication building in the unidentified fabrication area in the extreme northern section of the shipyard.
- f) Construction of the following new buildings: In the shipbuilding area, a probable administration building south of the launch basin and a shop west of the heavy fabrication building; in the storage/support area, two probable administration buildings under construction; dispersed throughout the shipyard: three shops, two administration buildings, and at least 22 storage/support buildings.

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8. Lu-ta Shipyard Dairen (Figure 3) is in the northeastern section of Lu-ta and on the southern shore of Ta-lien Wan (bay). The shipyard is a major shipbuilding and repair yard involved in construction of the Lu-ta DDGS, the Shanghai-II PGM, Ta-ching tankers, large harbor tugs, and the conversion of Gordyy DD to DDGS. The majority of the shipyard was constructed by 1962. Very little construction occurred at the shipyard from 1962 through 1971.

- 9. Expansion of shipyard facilities included:
 - a) Addition of a new portal jib crane to the craneway between buildingways 1 and 2 and a new portal jib crane to the craneway between buildingways 2 and 3 in the erection and launching area.
 - b) Construction of a craneway, approximately 500 to 100 feet, on the platen area north of buildingway 3 and addition of a large gantry crane to the craneway in the fitting-out area.
 - c) Construction of a craneway, approximately 830 by 130 feet, and addition of a very large gantry crane to the craneway in the storage and support area.
 - d) A new building under construction north of a fabrication building in the fabrication and assembly area.

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10. Lu-ta Naval Shipyard (Figure 4) is on a peninsula in the southwestern section of Lu-ta harbor, 1.5 nm northwest of Lu-ta Shipyard Dairen. The shipyard fabricates Shanghai PGM component sections for final assembly at Lu-ta Shipyard Dairen. It also serves as a fitting-out area for newly constructed Ta-ching tankers. The shipyard was in an early stage of construction in 1971 and proceeded at a slow pace. Since early 1972, construction of facilities at the shipyard has intensified.

- 11. Expansion of shipyard facilities included:
 - a) Construction of three large assembly buildings, three large forges/foundries, two large fabrication buildings, two large shops, 13 medium and small shops, one possible design building, and one large building (under construction).
 - b) Construction of a large steamplant with an aboveground steamline connecting the major buildings, one large and three medium administration buildings, 19 vertical storage tanks (five very large, four large, three medium, and seven small), four horizontal storage tanks, three vehicle storage sheds, and at least 40 storage/support buildings.
 - c) Extension of the craneway approximately 200 feet between the inclined buildingway and marine buildingway and addition of a portal crane on the craneway.
 - d) Resumption of construction of the large inclined buildingway in the northern section of the shipyard.
 - e) Continuation of landfill operations in the northern area of the shipyard, with a new landfill under way on the western edge of the facility.

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12. Ta-lien-wan Boatyard (Figure 5) is on a small peninsula 7 nm northeast of Lu-ta. The yard produces fishing vessels for an adjacent fish-packaging plant; however, the facility has the potential to produce small combatants. The yard was built during 1970, became operational by April 1971, and was being expanded in November 1971.

13. Expansion of boatyard facilities [] included: 25X1

- a) Completion of a large double-bay building under construction in late 1971.
- b) Construction of one L-shaped probable administration building and two storage/support buildings.
- c) Completion of the transverser extension to approximately 400 by 115 feet.
- d) Completion of seven buildingways, each approximately 180 feet long.
- e) Construction of an L-shaped addition to a building adjacent to the transverser.
- f) Construction of foundations for two possible vehicle storage sheds.

14. Lu-ta Shipyard Hsing-pu (Figure 6) is on the southeastern coast of the Liao-tung Peninsula, 6.5 nm southwest of Lu-ta. Construction of the shipyard was begun prior to 1960 with Soviet aid. In 1962 and again in 1971, the yard was flooded. Construction was resumed by early 1970 and again in 1971 after the floods. Late in 1971 the shipyard was operational but not completed. The shipyard has the potential to be a major naval maintenance and repair facility; however, only small coastal and cargo craft have been built and repaired.

15. Expansion of shipyard facilities [] included: 25X1

- a) Completion of a marine railway under construction in November 1971 between the two existing marine railways.
- b) Construction of a very long storage building, approximately 460 by 30 feet, in the southwestern section of the yard.
- c) Addition of a large open storage area adjacent to the T-head mooring platforms.
- d) Construction of a concrete transloading platform adjacent to the rail spur in the southwestern section of the yard.
- e) Construction of six new storage/support buildings (dispersed throughout the yard).
- f) Construction of foundations for a building in the northern section of the yard.

16. Ta-ku Shipyard Hsin-chiang (Figure 7) is at the mouth of the Hai-Ho (river) on the Po Hai Wan (gulf). In late 1969, landfill operations were begun, and expansion of the small shipbuilding and repair yard followed. Construction of a large graving dock [] was complete by early 1972. Construction of large graving docks and large fabrication buildings suggests future construction of large surface vessels at the yard. 25X1

17. Expansion of shipyard facilities [] included: 25X1

- a) Construction of a large inclined buildingway [] on the eastern side of the yard. 25X1
- b) Construction of a concrete-surfaced platen/subassembly area adjacent to and approximately the same length and width as the new buildingway.

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- c) A very large gantry crane was under construction at the head of the buildingway. The crane will be approximately 120 feet above the way and will span both the way and the platen/subassembly area. The crane will traverse more than the entire length of the way. The craneway appears to be complete.
- d) Construction of a fitting-out pier approximately 745 by 65 feet, between the graving dock and the inclined buildingway. A large portal crane traverses the entire length of the pier.
- e) Construction of three large fabrication/subassembly buildings, five probable shops, and several small support buildings.
- f) Addition of two large portal cranes, one on each side of the large graving dock.

18. Ching-tao Shipyard East (Figure 8) is on the southern coast of the Shantung Peninsula, approximately 4 nm southeast of Ching-tao Naval Base [REDACTED]. The facility was under construction when first identified in November 1972. Construction was continuing in January 1975.

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19. Shipyard facilities include:

- a) A graving dock approximately 620 by 100 feet under construction.
- b) A graving dock approximately 540 by 100 feet under construction.
- c) A breakwater and finger pier.
- d) Ten large support buildings (dispersed).
- e) Approximately 40 construction support buildings (dispersed).
- f) A cofferdam surrounding the construction area.

20. Ching-tao Naval Shipyard (Figure 9) is on the southern coast of the Shantung Peninsula within the Ching-tao naval complex. Construction of the shipyard, which began between March and August 1969, appeared to be complete on photography [REDACTED]. A Hainan PC was launched from the shipyard between early April and mid-August 1973. The ship was on the ways for approximately 16 months. No other combatants have been observed under construction at the shipyard.

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21. Construction of shipyard facilities [REDACTED] included:

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- a) Construction of a large fabrication building in the northern section of the yard.
- b) Construction of a platen area with a craneway and gantry crane north of the new fabrication building.
- c) Extension of the craneway along the south side of the large inclined buildingway. The craneway serves the main platen area and the buildingway.
- d) Completion of three quays under construction in late 1971.
- e) Construction of a storage/support building east of the main platen area.
- f) Addition to a shop east of the double-monitor-roofed fabrication building.
- g) Completion of landfill operations.

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22. Shih-tao Naval Facility and Shipyard (Figure 10) is on the southeastern side of the Shantung Peninsula in Shih-tao Wan (bay). Construction began on the shipyard in early 1969 and had progressed to a late stage by February 1975. The shipyard is capable of building small naval combatants and is presently constructing fishing vessels up to 140 feet in overall length.

23. Expansion of shipyard facilities [redacted] included:

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- a) Completion of ten buildingways, five on either side of the transverser.
- b) Addition of a craneway and portal jib crane west of the existing craneway and gantry crane.
- c) Construction of a large storage/support building in the landfilled area at the western end of the yard.
- d) Construction of an administration building west of the large storage/support building.
- e) Construction of an administration building at the southern side of the yard.
- f) Construction of a shop at the eastern side of the yard.
- g) Continuation of landfill operations in the western and northwestern areas of the yard. Landfilling was complete in the southeastern area.

REFERENCES

[redacted]

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MAPS OR CHARTS

DoD. US Air Target Chart, Series 200, Sheets 0289-24 and 0381-7, -9, -10, -20, and -24; scale 1:200,000

RELATED DOCUMENTS

NPIC. [redacted] PIR-015/72, *Expanding Shipbuilding Facilities*, North Sea Fleet Area, China, May 72 (TOP SECRET RUFF)

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DIA. [redacted] RDA-06/0003/73, *Hu-lu-tao Naval Base, Shipyard, and Port Facility*, Sep 72 (TOP SECRET RUFF)

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REQUIREMENT

Project 143442NG

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